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SOURCE Newspapers as indicated.

NEW TRACKS TO IMPROVE TRANSPORT SITUATION

2,000 KILOMETERS OF TRACKS TO BE CONSTRUCTED -- Glas Istre, No 587, 25 Oct 49

The German occupation forces destroyed 57 percent of the track, 61 percent of the major bridges, and 45 percent of the railroad stations in Yugoslavia. By 1947 this damage was almost all repaired. A new standard-gauge, single-track line 90 kilometers long between Brcko and Zenovici was built in 7 months. The Five-Year Plan (1947 - 1951) stipulates the construction of 447 kilometers of standard-gauge double track, the completion of 40 kilometers of previously started track, the construction of an additional 1,500 kilometers of standard gauge single track, and the electrification of 300 kilometers of track. This means that 2,000 kilometers of new track will be constructed, not counting the 300 kilometers of electrified track. Within 5 years almost twice as many tracks are being constructed as in 22 years in prewar Yugoslavia.

The Samac-Sarajevo line is 242 kilometers long and was completed in 7½ months. On this line 17 bridges between 90 and 180 meters long each, 800 smaller bridges and culverts, and nine tunnels with a total length of 2,425 meters have been built, among which Vranduk tunnel alone is 1,528 meters long. After 2½ years of the plan, about 35 major lines have been constructed at different locations.

The Yugoslav railroad will complete 90 percent of its Five-Year Plan this year. In 1949 it will carry 170 million passengers and 50 million tons of freight (or 5,000 ton-kilometers).

The Sabac-Zvornik standard-gauge, single-track line, which is 7½ kilometers long, is almost finished.

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RAILROAD TRANSPORTATION INADEQUATE -- Borba, No 265, 7 Nov 49

The Five-Year Plan stipulates the acquisition of a greater number of freight cars, and quicker loading and unloading. Because of the cold weather, unloading is slow and difficult. Almost all stations are full of freight cars which need to be unloaded. Turnaround time has increased from 4 to 6½ days. For example, on 4 November the Jesenice Ironworks did not unload even one of the 140 cars which are standing at the station.

At the Rajic station the "Autoput" enterprise has not yet unloaded 163 cars, and at the Dragalic station 154 cars have not been unloaded. In the public warehouses in Eussek 129 cars were not unloaded on 4 November. Seventy-six cars in the "Transjug" enterprise in Rijeka, 116 cars at the Sisak Ironworks, and 204 cars at the Zenica Ironworks were not unloaded. On this day several Belgrade enterprises did not unload 220 cars of fuel, food, building material, etc. All in all, 2,146 cars which were supposed to be unloaded 6, 12, or more hours sooner were not unloaded at railroad stations on 4 November.

When unloaded, the cars are immediately reloaded. The railroad has not enough cars nor tracks to accommodate cars waiting to be unloaded.

Yugoslav industry requires 7,000 more freight cars than it has to date and a speed-up of loading and unloading.

MAZUT OIL HELPS CONSERVE COAL -- Borba, No 267, 9 Nov 49

By using mazut oil, the locomotives in Belgrade railroad yards use 30 per cent less coal.

At the end of August mazut oil sprayers were installed in series 33 locomotives in the Belgrade railroad yards. The sprayers are installed in front of the door in the middle of the locomotive. Experiments have demonstrated that this location is the most appropriate for the conservation of fuel. So far 23 sprayers have been installed. The reservoir of mazut oil is located in the locomotive tender. The mazut oil and steam pipes are located in the engineers' compartment. Locomotive 33-208, before using the mazut oil, used 21,600 kilograms of bituminous coal and lignite from Belgrade to Slavonski Brod and back. With the mazut equipment 28.4 [sic] percent less fuel is used. The fireman's work on such a locomotive is much easier. The lumps of coal used for locomotives equipped with the mazut sprayers cannot be heavier than 2 kilograms.

NEW SHOP TO PRODUCE SCALES, BALANCES -- Slovenski Porocevalec, No 259, 4 Nov 49

A new shop for the production of scales has been established in the Jesenice Ironworks. Franz Pretnar, a specialist in optical and micro-scales, has constructed a 17-ton electric locomotive called "Leteca Tehnika" which can be used as a mobile scale. It has been used especially for weighing coke and ore before it goes into the foundry. The locomotive has three engines, one for its driving power, and two for turning the containers of ore during loading. This electrical locomotive and scale combination was manufactured for the Sisak Ironworks, which will shortly have a new foundry.

YUGOSLAV MOTOR TRANSPORTATION INADEQUATE -- Vjesnik, No 1405, 6 Nov 49, and Borba, No 265, 7 Nov 49

Statistics have shown that out of every 8 hours, motor vehicles are only 3 hours on the road and spend 5 hours loading and unloading. Commercial speed is from 8.5 to 9.5 kilometers per hour, because trucks are used on short distances which could be easily covered by horse and wagon.

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Only 20 percent of the total number of motor vehicles in Yugoslavia are on the road.

LARGE BRIDGE BEING BUILT OVER MORACA RIVER -- Rad, No 269, 10 Nov 49.

In connection with the draining of Lake Skadar, a large bridge is being constructed over the Moraca River between Gorican and Bukovac.

NEW PORT ON DANUBE -- Glas, No 1357, 4 Nov 49

A new port is being built on the Danube at Novi Sad.

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